

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL,  
PRINCIPAL BENCH, NEW DELHI**

**MA No. 118/2023**

**in**

Original Application No. 132/2023

**In the matter of:**

Gaurav Bansal

...Applicant

Versus

Govt. of NCT of Delhi.

...Respondents

**NDOH:-13.02.2024**

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Filed by:

New Delhi:

Dated:29.01.2024

Delhi Pollution Control Committee

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL,  
PRINCIPAL BENCH, NEW DELHI**

MA No. 118/2023

in

Original Application No. 132/2023

**In the matter of:**

Sh. Gaurav Bansal

...

Applicant

Versus

Govt. of NCT of Delhi.

...Respondents

**STATUS REPORT ON BEHALF OF DELHI POLLUTION  
CONTROL COMMITTEE WITH RESPECT TO THE ORDER  
DATED 04.12.2023.**

IT IS MOST RESPECTFULLY SHOWETH:

1. That this Hon'ble Tribunal taken up the present matter on 24.04.2023 on the basis of public complaint filed by Mr. Gaurav Bansal. In the complaint, complainant mentioned that Electric Locomotive Shed in Tughlakabad pumps out untreated engine oil into the drain.
2. That, in compliance with the order dated 24.04.2023, Northern Railways filed its report on 29.09.2023, which is available on the records of this Hon`ble Tribunal.

3. The report filed by Nat, MA filed by Northern Railways was treated as MA No. 118 of 2023. This Hon'ble Tribunal pleased to passé following directions on 04.12.2023, which are as under:

“we also deem it proper to implead the following as respondents in this MA:

- i. Member Secretary, Delhi Pollution Control Committee.
- ii. CEO, New Okhla Industrial Development Area.
- iii. Commissioner, Municipal Corporation of Delhi.

The above respondents will file their response/report within a period of eight weeks.

4. That, in compliance with the order dated 04.12.2023, an inspection was conducted on 18.12.2023 and 20.12.2023 by the DPCC officials of the Locomotive shed which consists of two wings i.e. Electric Locomotive Shed and Diesel Locomotive Shed. Following observations of the inspection were as follows:-

• **The Electric Locomotive Shed, Tugalkabad are under:-**

- I. The shed is engaged in the maintenance of Electric Locomotive Engines. The holding capacity of the shed is 297 Locomotives. The facility maintains around 20 Locomotive per day.
- II. The source of oil pollution is from the majorly damaged parts of the locomotive and gear box.
- III. The entire waste oil collected from the maintenance activity is stored in drums which are kept on paved surface. Approximately 1700 litres/month of the waste oil is generated (8 drums of 210 liters capacity each). The oil collected is auctioned to refining/recycling facility i.e. M/s Friends Oil Company in Ludhiana,

which is registered with the Punjab Pollution Control Board for recycling/ refining of Hazardous Waste.

- IV. The total water consumption of the shed is about 40 Kiloliter/day which is sourced from the tube-wells installed in the premises. Permission of DJB was not shown as per information the Tube-well is very old.
- V. There is no washing of Locomotives take place at this shed.
- VI. The sewage generated from toilets is discharged in underground septic tanks from where it is collected by the contractor M/s MHE electronics LLP-South Delhi.
- VII. The waste water generated from other activity e.g. hand washing etc. is treated in ETP installed through Physicochemical treatment. The treated water from the ETP is used in gardening. It is informed that sludge generated is being collected by the contractor M/s MHE electronics LLP-South Delhi.
- VIII. The unit does not have any discharged point into the nearby drain, which leads to Mohan Cooperative Industrial Area.

• **Diesel Locomotive Shed, Tugalkabad are under:-**

- I. The shed is engaged in the maintenance of Locomotive Engines and is one of the 40 such centers all over India. The holding capacity of the shed is 272 Locomotive and this facility maintains around 15 Locomotive per day.
- II. The source of oil pollution is from the majorly damaged parts of the locomotive, gear box and oil change which is collected in drums and auctioned through contractor.
- III. The total water consumption of the shed is about 100 Kiloliter/Day which is sourced from the tankers from the Railway well installed at Hazarat Nizamuddin Station. This

- water is utilized for washing of Locomotives, in toilets and for gardening.
- IV. The wastewater generated from washing of locomotives and surfaces is treated in the ETP installed within the facility.
  - V. The capacity of ETP installed is 60 KLD and the component of ETP include oiling grease trap, equalization tank, dosing tank (lime and polyelectrolyte is added), aeration tank and sand filter.
  - VI. The sludge from the sand filter is discharge to the sludge beds for drying naturally under the sun.
  - VII. For collection of oil and grease from the oil and Grease tank, a mechanical oil separator has been installed.
  - VIII. A part of the treated water is used for the gardening and rest of the treated effluent is discharged in the nearby drain.
  - IX. The treated water monitoring result submitted by the unit from an NABL accredited Lab shows the para meters to be within the limit.
  - X. As informed by the unit, a bypass had been installed in one of the manholes through which a part of the un-treated effluent containing oil and grease used to be discharged directly to the drain. The manhole has since then been closed. The point was inspected and picture of the same has been taken.
  - XI. There is no sewerage in the area and the entire sewage from the shed area is being discharged into the drain directly.
  - XII. The unit has agreement with a TSDF facility i.e. Re-sustainability Ltd. located at Bawana for disposing of the sludge from the aeration tank (which is not necessary as it is not an Hazardous Waste).



XIII. The separated oil from the oil and grease trap, is being auctioned by Railways to the highest bidder having authorization from concerned SPCB.

• **Conclusion:**

- 1.0 No oil and grease were seen being discharged into the drain from electric locomotive shed. In fact, there is no outfall from the shed into the nearby drain.
- 2.0 No oil and grease were seen discharged directly into the drain from diesel locomotive shed also. The bypass existing before, as per information gathered, has now been closed. No bypass observed during the inspection.
- 3.0 The diesel locomotive shed needs to modify its ETP for proper treatment of the waste water. The facility also needs to install STP for treating the sewage before discharging it into the drain.

Copy of the inspection report dated 18.12.2023 and 20.12.2023 alongwith Geotagged photographs are enclosed herewith as **ANNEXURE-1 (Colly)**.

5. That, in view of the aforesaid inspection, DPCC issued a letter to the Senior Divisional Mechanical Engineer, Northern Railways on 15.01.2024. In the letter it was requested to provide action taken report on following aspects:
  - a. In oil skimmer tank, flow of effluent needs to be from below the top layer so that no disturbance happens to top oil layer collected.

- b. Technology of Ozone mixing tank in the ETP treatment process, needs to be reviewed.
- c. The operation of aeration tank needs to be overhauled and managed properly as there was no MLSS in the tank during inspection.
- d. The facility also needs to install STP (Sewage Treatment Plant) for treating the entire waste generated from the facility before discharging it into the drain.

Copy of the letter dated 15.01.2024 is annexed herewith as **ANNEXURE- 2.**

6. In view of the above, the present status report may kindly be taken on record.

  
(Ajeeta Dayal Agrawal)  
Additional Director

Annexure-1 (Colly)

Hon'ble NGT in its order dated 04.12.2023, in M.A. No. 118/2023 (O.A. No. 132/2023) in the matter of Gaurav Bansal Vs. GNCTD made DPCC respondent. The main contention of the complainant in this application is the discharge of untreated oil from Electric Locomotive Shed in Tugalkabad into the drain reaching Mohan Cooperative Industrial Area.

In compliance of the orders of Hon'ble NGT, the inspection of Electric Locomotive Shed was conducted by DPCC officials. However, during the inspection, it was known that the Railways had already submitted a report in Hon'ble NGT on this issue and the report had been submitted by the Diesel Locomotive Shed in Tughlakabad located adjacent to this facility.

In view of the above, the inspection was conducted on 18.12.2023 and 20.12.2023 of the Locomotive shed which consists of two wings i.e. Electric Locomotive Shed and Diesel Locomotive Shed. Geotagged photographs are attached with this report. The observations of the inspection are as follows:-

**The observations of the inspection of Electric Locomotive Shed, Tugalkabad are under:-**

Kota Division  
WCR.

1. The shed is engaged in the maintenance of Electric Locomotive Engines. The holding capacity of the shed is 297 Locomotives. The facility maintains around 20 Locomotive per day.
2. The source of oil pollution is from the majorly damaged parts of the locomotive and gear box.
3. The entire waste oil collected from the maintenance activity is stored in drums which are kept on paved surface. Approximately 1700 litres/month of the waste oil is generated (8 drums of 210 liters capacity each). The oil collected is auctioned to refining/ recycling facility i.e. M/s Friends Oil Company in Ludhiana, which is registered with the Punjab Pollution Control Board for recycling/ refining of Hazardous Waste.
4. The total water consumption of the shed is about 40 Kiloliter/day which is sourced from the tube-wells installed in the premises. Permission of DJB was not shown, as per information the Tube-well is very old.

USKapp  
02/01/2024  
SSE/C.S./TRS/TKD

02.01.24  
ADEE/TRS/TKD

140848572024/2/2024/DPCC No. DPCC of Locomotive take place at this shed.

6. The sewage generated from toilets is discharged in underground septic tanks from where it is collected by the contractor M/s MHE electronics LLP-South Delhi.
7. The waste water generated from other activity e.g. hand washing etc. is treated in ETP installed through Physicochemical treatment. The treated water from the ETP is used in gardening. It is informed that sludge generated is being collected by the contractor M/s MHE electronics LLP-South Delhi.
8. The unit does not have any discharged point into the nearby drain, which leads to Mohan Cooperative Industrial Area.

*CS Rao*  
02.01.2024  
SSE/C.S./TRS/TKD

*02.01.24*  
ADEE/TRS/TKD

The observations of the inspection of Diesel Locomotive Shed, Tugalkabad are under:-

1. The shed is engaged in the maintenance of Locomotive Engines and is one of the 40 such centers all over India. The holding capacity of the shed is 272 Locomotive and this facility maintains around 15 Locomotive per day.
2. The source of oil pollution is from the majorly damaged parts of the locomotive, gear box and oil change which is collected in drums and auctioned through contractor.
3. The total water consumption of the shed is about 100 Kiloliter/Day which is sourced from the tankers from the Railway well installed at Hazarat Nizamuddin Station. This water is utilized for washing of Locomotives, in toilets and for gardening.
4. The wastewater generated from washing of locomotives and surfaces is treated in the ETP installed within the facility.
5. The capacity of ETP installed is 60 KLD and the component of ETP include oiling grease trap, equalization tank, dosing tank (lime and polyelectrolyte is added), aeration tank and sand filter.
6. The sludge from the sand filter is discharge to the sludge beds for drying naturally under the sun.
7. For collection of oil and grease from the oil and Grease tank, a mechanical oil separator has been installed.

*S. S. Kumar*  
CMA/DSL/TKD  
02/01/2024

*DSL*  
ACMT/DSL/TKD  
021011024

8. A part of the treated water is used for the gardening and rest of the treated effluent is discharged in the nearby drain.

9. The treated water monitoring result submitted by the unit from an NABL accredited Lab shows the para meters to be within the limit.

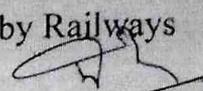
10. As informed by the unit, a bypass had been installed in one of the manholes through which a part of the un-treated effluent containing oil and grease used to be discharged directly to the drain. The manhole has since then been closed. The point was inspected and picture of the same has been taken.

11. There is no sewerage in the area and the entire sewage from the shed area is being discharged into the drain directly.

12. The unit has agreement with a TSDF facility i.e. Re-sustainability Ltd. located at Bawana for disposing of the sludge from the aeration tank (which is not necessary as it is not an Hazardous Waste).

13. The separated oil from the oil and grease trap, is being auctioned by Railways to the highest bidder.

Some points  
18/10/23  
22/11/24  
Conclusion:

  
AEMT/DSL/TKD  
021 011 024

1.0 No oil and grease was seen being discharged into the drain from electric locomotive shed. Infact, there is no outfall from the shed into the nearby drain.

2.0 No oil and grease was seen discharged directly into the drain from diesel locomotive shed also. The bypass existing before, as per information gathered, has now been closed.

3.0 The diesel locomotive shed needs to modify its ETP for proper treatment of the waste water. The facility also needs to install STP for treating the sewage before discharging it into the drain.

NIKUNJ MALIK  
21/11/24

(JEE, CMC-II)  
NIKUNJ MALIK

Ajeeta  
02/10/23  
(SEE, CMC-II)  
Ajeeta Dayal Agrawal

Date of inspection : 18/12/23 & 20/12/23

Officials in inspection : 1. Ajeeta Dayal Agrawal, SEE  
2. Sh. Nikunj Malik, JEE



G77Q+JX6, Railway Colony, Tughlakabad, New Delhi, Delhi 110044,  
India

Latitude  
28.51350859°

Longitude  
77.29021402°

Local 01:30:06 PM  
GMT 08:00:06 AM

Altitude 219 m  
Wednesday, 20.12.2023



G77Q+JX6, Railway Colony, Tughlakabad, New Delhi, Delhi 110044,  
India

Latitude  
28.51359285°

Longitude  
77.29017416°

Local 01:30:59 PM  
GMT 08:00:59 AM

Altitude 219 m  
Wednesday, 20.12.2023



Railway Colony, Tughlakabad, G76R+V5W, Railway Colony, Badarpur,  
New Delhi, Delhi 110044, India

Latitude  
28.51270552°

Longitude  
77.29017898°

Local 01:44:16 PM  
GMT 08:14:16 AM

Altitude 217 m  
Wednesday, 20.12.2023



G78R+G3G, Railway Colony, Tughlakabad, New Delhi, Delhi 110044,  
India

Latitude  
28.51583703°

Longitude  
77.28892506°

Local 01:20:38 PM  
GMT 07:50:38 AM

Altitude 215 m  
Wednesday, 20.12.2023



G77Q+JX6, Railway Colony, Tughlakabad, New Delhi, Delhi 110044,  
India

Latitude  
28.51357549°

Longitude  
77.29010222°

Local 01:29:05 PM  
GMT 07:59:05 AM

Altitude 216 m  
Wednesday, 20.12.2023



G78R+G3G, Railway Colony, Tughlakabad, New Delhi, Delhi 110044,  
India

Latitude  
28.51585502°

Longitude  
77.28886092°

Local 01:18:46 PM  
GMT 07:48:46 AM

Altitude 215 m  
Wednesday, 20.12.2023



G75V+8HV, Railway Colony, Tughlakabad, New Delhi, Delhi 110044,  
India

Latitude  
28.50749771°

Longitude  
77.2936864°

Local 02:13:44 PM  
GMT 08:43:44 AM

Altitude 215 m  
Monday, 18.12.2023



G75V+8HV, Railway Colony, Tughlakabad, New Delhi, Delhi 110044,  
India

Latitude  
28.50759135°

Longitude  
77.29363946°

Local 02:09:26 PM  
GMT 08:39:26 AM

Altitude 215 m  
Monday, 18.12.2023



G75V+8HV, Railway Colony, Tughlakabad, New Delhi, Delhi 110044,  
India

Latitude  
28.50744923°

Longitude  
77.29344127°

Local 02:08:31 PM  
GMT 08:38:31 AM

Altitude 215 m  
Monday, 18.12.2023



G74R+HMG, Tughlaqabad Extension, Railway Colony, Tughlakabad,  
New Delhi, Delhi 110044, India

Latitude  
28.50709041°

Longitude  
77.29282605°

Local 01:31:38 PM  
GMT 08:01:38 AM

Altitude 215 m  
Monday, 18.12.2023



G74R+HMG, Tughlaqabad Extension, Railway Colony, Tughlakabad,  
New Delhi, Delhi 110044, India

Latitude  
28.50728919°

Longitude  
77.2925579°

Local 01:29:26 PM  
GMT 07:59:26 AM

Altitude 215 m  
Monday, 18.12.2023



G74R+HMG, Tughlaqabad Extension, Railway Colony, Tughlakabad,  
New Delhi, Delhi 110044, India

Latitude  
28.50702104°

Longitude  
77.29294436°

Local 01:27:28 PM  
GMT 07:57:28 AM

Altitude 215 m  
Monday, 18.12.2023





G74R+HMG, Tughlaqabad Extension, Railway Colony, Tughlakabad,  
New Delhi, Delhi 110044, India

Latitude  
28.50701674°

Longitude  
77.29286286°

Local 01:03:39 PM  
GMT 07:33:39 AM

Altitude 215 m  
Monday, 18.12.2023



G74R+HMG, Tughlaqabad Extension, Railway Colony, Tughlakabad,  
New Delhi, Delhi 110044, India

Latitude  
28.50703534°

Longitude  
77.29286459°

Local 01:04:36 PM  
GMT 07:34:36 AM

Altitude 215 m  
Monday, 18.12.2023



G74R+HMG, Tughlaqabad Extension, Railway Colony, Tughlakabad,  
New Delhi, Delhi 110044, India

Latitude  
28.50706563°

Longitude  
77.29286523°

Local 01:06:43 PM  
GMT 07:36:43 AM

Altitude 215 m<sup>16</sup>  
Monday, 18.12.2023

Annexure-2

File No. DPCC/(10)(10)(99)/Leg-23 (Computer No. 188622) By Speed Post  
1408485/2024/CMC-2-DPCC

	<b>DELHI POLLUTION CONTROL COMMITTEE</b> <b>GOVERNMENT OF NCT OF DELHI</b> 1 <sup>st</sup> and 2 <sup>nd</sup> FLOOR, VIKAS BHAWAN – II, CIVIL LINES, DELHI-110054. visit us at : <a href="http://dpcc.delhigovt.nic.in">http://dpcc.delhigovt.nic.in</a>	
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F.No. DPCC/CMC-II/NGT/OA No. 132/2023/8724

Dated: 15-01-24

To,

The Senior Divisional Mechanical Engineer,  
Northern Railway,  
Diesel Loco Shed, Tugalkabad,  
New Delhi – 110044.

Subject : Compliance of Hon'ble NGT in M.A No.118/2023 in O.A No.132/2023 "Gaurav Bansal Vs. GNCTD" dated 04.12.2023, in M.A. No. 118/2023 ( O.A. No. 132/2023) – reg.

Sir,

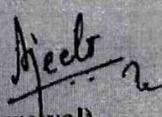
This has reference to the order passed by Hon'ble NGT in M.A No.118/2023 in O.A No.132/2023 "Gaurav Bansal Vs. GNCTD" dated 04.12.2023, in M.A. No. 118/2023 ( O.A. No. 132/2023) in the matter of Gaurav Bansal Vs. GNCTD. In compliance of the orders of Hon'ble NGT, an inspection of the Diesel Locomotive shed was conducted by DPCC officials on 18.12.2023 (**Inspection report is attached**) and in view of observation of inspecting team, I am directed to inform you that the diesel locomotive shed needs to modify its ETP(Effluent Treatment Plant) for proper treatment of the waste water. Followings are the recommendations that need to be implemented for removing the deficiencies observed in ETP:-

1. In oil skimmer tank, flow of effluent needs to be from below the top layer so that no disturbance happens to top oil layer collected.
2. Technology of Ozone mixing tank in the ETP treatment process, needs to be reviewed.
3. The operation of aeration tank needs to be overhauled and managed properly as there was no MLSS in the tank during inspection.
4. The facility also needs to install STP(Sewage Treatment Plant) for treating the entire sewage generated from the facility before discharging it into the drain.

It is, therefore, requested to take further necessary action on the above and provide action taken report to enable this office to apprise the same before the Hon'ble NGT.

This issues with the approval of the Competent Authority, DPCC.

Yours sincerely,

  
(Ajeeta D. Agrawal)  
Sr. Env. Engineer (DPCC)

1